

JONES & TAYLOR
Manufacturers and Contractors
Lighters and Steam Launches
Supplied
THE BRITISH ISLANDS.

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for H.M.
UNITED ASBESTOS COM-
PANY, LTD., LONDON
DODWELL & CO., LIMITED
General Managers.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 1340. 日九初月九年五十二緒光

FRIDAY, OCTOBER 13, 1899.

五拜禮 號三十月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

YOKOHAMA SPECIE BANK, LIMITED
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCANCELLED 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 3 " "

S. CHOH.

Agent,
Hongkong, 4th October, 1899. [382]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH. NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. HANKOW.
CHEFOO. PEKING.
CHINKiang. SWATOW.
FOOCHOW. TIENSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sends Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " 6 " "
5% " " 12 " "

E. W. RUTTER,

Acting Manager,
Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital 1,000,000

Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors.—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. Kwan Ho Chuen, Esq.
D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP 1,800,000
RESERVE LIABILITY OF SHARE
HOLDERS 1,800,000
RESERVE FUND 500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 " 3%

" " 3 " 2%

T. H. WHITEHEAD,

Manager, Hongkong.
Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.
R. H. Hill, Esq. P. Sachse, Esq.
The Hon. J. Kewick, E. Shellim, Esq.
A. McConachie, Esq. R. Shewan, Esq.

CHIEF MANAGER,
Hongkong—Sir THOMAS JACKSON.

MANAGER,
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer, at their option,
balance of \$100 or more, to the HONGKONG AND
SHANGHAI BANK, or place on FIXED
DEPOSIT at 3½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(cont.)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	<i>Candida</i> , ...	W. H. Haughton, R.N.R.	About 24th Oct.	Freight only.
SHANGHAI	<i>Chusan</i> , ...	E. Street, ...	About 13th Oct.	Freight or Passage.
LONDON, &c.	<i>Coromandel</i> , ...	F. W. Vibert, R.N.R.	Noon, 14th Oct.	Freight or Passage.
JAPAN	<i>Malacca</i> , ...	E. G. Andrews, ...	About 21st Oct.	Freight or Passage.
LONDON	<i>Jama</i> , ...	G. W. Gordon, R.N.R.	About 2nd Nov.	Freight or Passage.
* (Passing through the Inland Seas). [See Special Advertisement.]				
	<i>Via Marseilles</i> .		<i>Via Shanghai</i> .	

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 11th October, 1899. [5]



Aquarius

SPARKLING MINERAL TABLE WATER.

(Manufactured from TREBLE DISTILLED WATER.)

Telephone
76.

Is the most suitable for mixing with Wines and Spirits, neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

A PERFECT TABLE WATER.

CALDBECK, MACGREGOR & CO.,
AGENTS,
AQUARIUS COMPANY.

Hongkong, 4th October, 1899. [15]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

NEW ROOMS
At Moderate Daily Rates.

HONGKONG
HOTEL

CALIFORNIA HOCK & REISLING.

Per 1 dozen Quarts \$6

Per 2 dozen Pints \$7

GUARANTEED PURE. EXCELLENT VALUE.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 3rd October, 1899. [20]

THE VERY LATEST, Ex. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

[27]

Intimations.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed, more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.

Used by all the Principal Hospitals,
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingdom alone,

And also in Every Civilised Country in the World.

AGENTS FOR CHINA:

Prescribed by Medical Men throughout the World.

Used by all the Principal Hospitals,
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingdom alone,

And also in Every Civilised Country in the World.

Watkins, Limited.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT..... THOMAS SKINNER.

SUPERINTENDENT..... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

NOTICE.

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

PEARSON CUP AND SPOONS.

TO-MORROW (SATURDAY), the 14th instant, at 3 p.m.
Ranges—200, 500 and 600 yards.
MOWBRAY S. NORTHCOTE,
Hon. Secy.
Hongkong, 13th October, 1899.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR VLADIVOSTOK.

THE Company's Steamship
"PAKHAI."

Captain Williams, will be despatched as above
TO-MORROW, the 14th instant, at 10 A.M.

For Freight or Passage, apply to
BUTTERFIELD & SWINE,

Agents.
Hongkong, 13th October, 1899.

FOR MANILA.

(Taking Cargo at through Rates for ILHOLO
and CEBU.)

THE Steamer ship
"VENUS."

Captain D. Innes, will be despatched as above
on MONDAY, the 16th instant, at 4 P.M.,
instead of as previously noticed.

For Freight or Passage, apply to
BRANDON & CO.,
Agents.

Hongkong, 13th October, 1899.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"KUOKIANG."

Captain Arnold, will be despatched as above
on MONDAY, the 16th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWINE,
Agents.

Hongkong, 13th October, 1899.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HAITAN."

Captain Roach, will be despatched for the
above Ports, on TUESDAY, the 17th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Manager.

Hongkong, 13th October, 1899.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship.

"HOHENZOLLENS."

Captain H. Krichner, will leave for the above
Ports, on or about THURSDAY, the 19th instant.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 13th October, 1899.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship
"BAYERN."

Captain E. Prehn, due here with the outward
German Mail about the 16th instant, will leave for
the above place about 24 hours, after arrival.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 13th October, 1899.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer ship

"ARGYLL,"

will be despatched for the above port on or
about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" in sail about

31st October.

S.S. ST. JEROME" to sail about 15th Nov.

For Freight, apply to
BODWELL & CO., LIMITED.

Agents.

Hongkong, 13th October, 1899.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamer ship

"ARRATOON APACAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASOON, SONS & CO.,
Agents.

Hongkong, 13th October, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with four children of tender age, that had been led by deceit to the interior of China, where they had suffered very ill treatment, resolved to escape to this Colony, and came to the Convent in the most miserable and distressful condition craving a shelter.

It is more than a year that the Superioress has kept them under her care for want of means to send them back to Mauritius, but, as the poor woman is longing to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant, the Superioress fully hopes that her earnest petition will be kindly attended.

The Charity of the kind benefactors will certainly be amply rewarded by the Merciful Father of the abandoned.

Hongkong, 13th October, 1899.

Intimation.



A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

C L A R E T S.

	Per Dozen	Per Dozen
C. ST. ESTEPHE, Red Capsule	\$ 6.96	\$ 7.56
C. ST. JULIEN, Red Capsule	6.96	9.66
C. LA ROSE, Red Capsule	12.96	13.92
CHATEAU HAUT BRION LARIVET	18.60	19.50
CHATEAU MOETAN D'ARMALIACQ	21.00	22.20
CHATEAU LA TOUR CARNET	32.00	—
CHATEAU RACAN	42.00	—
CHATEAU LAFAUTE	38.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RACAN and CHATEAU LAFAUTE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., Limited:

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 13, 1899.

NOTES AND COMMENTS.

KRUGER'S ULTIMATUM.

President Kruger's ultimatum to Great Britain, the substance of which is given in the Reuter's telegram which we publish today, cannot be regarded otherwise than as a piece of unmixed impertinence. It is not even an attempt to smooth matters over, in the slightest degree but is an order given by a dependent state to its suzerain power dictating terms equivalent to surrender. Had British troops been pushed forward into Transvaal territory, then there would have been some justification for Mr. Kruger, but, as matters stand, he is attempting to unlawfully interfere with the internal affairs of another state, which, we may remark, is the very accusation which he makes against Great Britain; it is not for Mr. Kruger nor for anyone else to dictate to us as to the distribution of our own troops within our own territories; it would be just as sensible to object to your neighbour walking in his own back yard, and we certainly agree with Lord James of Hereford in his opinion that the Boer ultimatum renders war certain. Not only this, but the ultimatum must remove from us one and for all the stigma of having commenced the war, for we do not think that even the most rabid member of the Peace-at-any-price Party could do ought but admit that the Boer ultimatum was one with which Great Britain could not possibly comply.

GREAT BRITAIN'S REPLY.

The reply to the Transvaal's ultimatum is what it should be, short and to the point, expressing regret that President KRUGER should address such a communication to Great Britain and refusing to discuss the matter further. This, as will be seen by the last clause of the ultimatum, will be regarded by the Boers as a formal declaration of war, and for all we know to the contrary, hostilities may have already commenced. We do not fancy that they will have been opened by the British, for it is but natural to suppose that the decision of the Cabinet Council, to be held to-day, would be awaited before any aggressive steps were taken, but our Indian contingent may have been moved up towards the Natal frontier and this would doubtless cause the Boers to attack, or at least to oppose its progress. It seems to us to be a pity that there has not been more despatch in sending troops from home, for it looks as though the small force already in South Africa, reinforced though it has been by the Indian contingent, will have some hard fighting to do should the Boers assume the offensive and not content themselves with defending their own frontier.

HAS KRUGER A BACKER?

The question as to whether or no the Transvaal has been promised the support of some European Power in the event of war with Great Britain, is one which it is as well to keep in mind at the present moment. As we before remarked, we do not think that any special significance can be attached to the presence of five hundred Germans with General Joubert. It takes more than five hundred or even a thousand men to make an alliance and we do not think that Germany is desirous of coming to blows with us. But it must be admitted that on the Continent Great Britain is regarded as a distinct menace to the whole of Europe. We have formed no alliance; we are dependent upon

no Power for our defence and we have a worldwide empire which we are ever extending. Our power has already been shown during the last war scare, when a foreign warship was detained at Singapore for several weeks for want of coal, every available pound of that very essential article having been bought up, and the Power to which the vessel belonged not having coaling stations at which she could call to replenish her bunkers. It is our coaling stations that constitute the chief defence of our over-seas empire and this other powers recognise. We can strike a blow at any point at which action may be needed without having recourse to the help of other Powers and we are therefore regarded as a danger to the rest of the world. The opinion is held by many that the Transvaal war will only be the overture to a war on a much larger scale, and although we do not think this to be probable, yet it cannot be denied that it is possible. If, as some folks suppose, the Transvaal has been egged on to force a war upon us in order that we may be engaged in two struggles at once, then we shall not have long to wait for the unveiling of our foe.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

FULL PARTICULARS OF THE BOER ULTIMATUM.

LONDON, October 10th.

LATER.

The Transvaal ultimatum in a lengthy preamble accuses Great Britain of unlawful intervention in the internal affairs of the Republic. It demands, firstly, that all points of difference between the two countries be submitted to arbitration or settled in some other amicable way to be mutually agreed upon. Secondly, that the British troops now on the borders be instantly withdrawn. Thirdly, that all reinforcements landed at the Cape after 1st June last be withdrawn within a reasonable time to be mutually agreed upon, assurances being given by both sides that no attack will be made whilst negotiations are proceeding. Upon receiving such assurances the Transvaal will withdraw the armed burghers from the frontier, and fourthly, that the British troops now on their way shall not be landed at any port in South Africa. A reply was requested on the afternoon of the 11th instant. If the reply proved unsatisfactory the Transvaal would regard it as a formal declaration of war, and any further movements of troops nearer the Transvaal frontier in the meanwhile would be equally regarded as a declaration of war.

Lord James of Hereford speaking at Aberdeen said, that diplomacy was now exhausted and that the Boer ultimatum rendered war certain.

A Cabinet Council will be held on Friday.

THE "AMERICA" CUP.

The fourth attempt to sail the first race for the America Cup was again without result owing to a fog.

THE TRANSVAAL CRISIS.

LONDON, October 11th.

The British reply to the Transvaal's ultimatum is understood to be short and dignified, with simply a brief expression of regret that President Kruger has taken such a serious step of addressing such a communication to Great Britain, who has now no further communication to make.

Sir Alfred Milner has issued a proclamation that all persons abetting the enemy will be guilty of high treason.

The second brigade of the first division of the Army Corps will be commanded by Major General Hildyard and will embark on the 20th instant.

WEATHER REPORT.

The Observatory report says:—

On the 13th at 11.55 a.m. barometric changes are unimportant. High pressure still extends over S. China and the Pacific towards Japan. Gradients moderate on the coast, rather steep with strong monsoon in the N. part of the China Sea. FORECAST.—Fresh N.E. winds; fine.

LOCAL AND GENERAL.

On the 12th September the Tivoli Theatre at Sydney was destroyed by fire.

LIEUT. Greene's side beat Pinckney's by 2 goals to nil in the six-a-side game yesterday.

THE Canadian Pacific Company are making arrangements for an Australian service via Hongkong.

THE following telegram has been received by the General Agent from the Shanghai Sunmatri Tobacco Co.'s Estate Manager:—"Crop for 1899, 5,800 piculs. Colours light; quality and length good."

THE latest step towards progress at Peking seems to be the proposition to float a Gas company there. May it be attended with success and diffuse lights into the darkness of that gloomy centre.

IN consequence of the death of Mr. F. Sander, late of the firm of Messrs. Sander, Wieler & Co., which occurred at Hamburg on Wednesday, the flags of several of the German houses were half-masted yesterday.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Lau Tak Hang \$10.

Mr. Compton, at the Magistracy this morning, sentenced Henry Fleury, a private in the Royal Welsh Fusiliers, to six months' imprisonment with hard labour, for embezzling \$249.64 from the Soldiers' and Sailors' Institute.

THE HONGKONG TELEGRAPH, FRIDAY, OCTOBER 13, 1899.

ponies, (i.e. 1st or 2nd), in steeplechases and hurdle races during this season's Gymkhana, and at last Hongkong races, and off day, and Penalties, 1st win, 7lbs, 2 wins, 10lbs, 3 wins, 14lbs. Entrance fee, \$2, 1st prize, a Cup from Gymkhana Fund, 2nd prize, \$35 from Gymkhana Fund.

Capt. Warren's Snuffbox, 1st colb.
Mr. F. J. Walwyn's Queensberry, 1st, 5lb.
Mr. F. J. Walwyn's Landsknecht, 1st, 5lb.
Hon. T. H. Whitehead's Traveller, 1st, 12lb.
Mr. E. G. Shewell's Buckingham, 1st, 10lb.
Mr. G. H. Potts' Impression, 1st, 10lb.
Mr. R. D. Anderson's Maharajah (late Ariet), 1st, 10lb.
Mr. G. H. Potts' Minstrel, 1st, 10lb.

BEAUTY AND THE BEAST RACE.—For China Ponies.—For Ladies and Gentlemen to be entered in pairs. To start from 4 miles post together. Pairs must pass winning post together to qualify for win. In the event of more than six couples entering, a third prize will be given. A prize will be awarded to best descriptive name for this race to be sent in entries. First and second prizes from Gymkhana Fund.

Miss B. Jackson and Mr. W. J. Gresson.
Mrs. Simonds and Captain Georghegan.
Miss Phyllis Powell and Major Sir H. MacMahon.

Mrs. Griffin and Mr. R. B. Johnson.
Miss Jackson and Mr. F. J. Walwyn.
Mrs. Morris and Mr. R. D. Anderson.

THREE FURLONG RACE.—For all China ponies.—Catch weights over 11 stone. Entrance fee, \$1, 1st and 2nd prizes for Gymkhana Fund.

Hon. J. J. Keswick's Pilgrim, 1st, 10lb.
Captain Warren's Snuffbox, 1st, 10lb.
Major Sir H. MacMahon's Ultimatum, 1st, 10lb.
Captain Bancroft's Grasshopper, 1st, 10lb.
Mr. R. M. Gray's Tabu Rose, 1st, 10lb.

Mr. F. J. Walwyn's Queensberry 1st, 10lb.

Mr. Jas. M. Forbes' Simple Simon, 1st, 10lb.

Mr. W. A. Cruckshank's Alphabet, 1st, 10lb.

Mr. G. H. Potts' Caligorm, 1st, 10lb.

Mr. R. D. Anderson's Impression, 1st, 10lb.

DISTANCE HANDICAP.—Once round for all equine and asinine animals. Catch weights. No whips or spurs allowed. Entrance fee, \$2, 1st and 2nd prizes from Gymkhana Fund.

Handicaps.
Mr. H. Burton's Sydney, 1st, 12lb., Scratch.
Captain Bancroft's Melba, 1st, ... 40 yards.
Mr. J. A. Higgin's St. David, 1st, ... 60 yards.
Mr. R. M. Gray's Tabu Rose, 1st, 10lb., 150 yards.
Captain Warren's Snuff box, 1st, ... 220 yards.
Mr. G. H. Potts' Minstrel, 1st, ... 250 yards.
Captain Warren's Offside, 1st, ... 270 yards.
Mr. R. D. Anderson's Sea Fog, 1st, 270 yards.
Mr. G. H. Potts' Impression, 1st, 270 yards.
Captain Georghegan's Tarbarker, 1st, 70 yards.

Mr. W. Loring's Olo Pony, 1st, ... 350 yards.
Mr. R. B. Johnson's Alyx, 1st, 10lb., 370 yards.
Mr. P. A. Cox's Goliah, 1st, ... 425 yards.
Major C. M. Dohel's Koko, 1st, ... 435 yards.
Mr. F. J. Walwyn's Tatcho, 1st, ... 700 yards.
Mr. R. D. Anderson's Two of a kind, 1st, ... 700 yards.

MUD-FLAT NORTH.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, October 3rd.

The expected things that were to have happened in Peking have not as yet transpired, and for the moment the most vital question in court circles is, will it rain? Rain is badly needed, as we have had far less than the proper amount this year, and the autumn crops are failing, and the Grand Canal has nearly run dry. The various Members of the Imperial Family have taken it in turns to pray at the various temples in the Capital for rain, so far, but the cloudless skies of blue keep on, though last Friday we had a regular, typical duststorm which should have been followed by showers. As a last resource the Governor of the Imperial Prefecture, Peking, has now been despatched to Hanian-district—in the South of Chihli to bring the famous iron tablet kept in the King Dragon Temple there to Peking; when the customary prayers have failed this is the final step taken to induce the rain gods to unbend. What especial virtue attaches to this iron tablet I could not tell you, but I believe it is very ancient. It is as you probably know, the gravest responsibility that the Imperial ruler has, to pray for his people, and the absence of rain is weighing heavily just now in the Palace.

The faction opposed to Prince Ching and his protege Liu and Ching have been impeaching these gentlemen, who are consequently lingering in Shanghai very loath to face the music in the Capital. Their absence however is damaging the Empress Dowager's policy as it apparently gives colour to the charge being brought, and she has consequently sent a secret edict for them to return without delay. Nothing more has transpired in regard to the Chino-Japanese alliance, but there is no reason to suppose that it has entirely failed.

The Japanese marine commission sent north by the Nippon Yuzen Kai-sha to ascertain what justification there is for an extended merchant service between here and Japan, have been staying here some time at the Astor House, ten in number, but what their investigations have resulted in I do not yet know.

Four Japanese who were regarded as spies, were arrested a few days ago by Russian officials in Kinchow, which place is completely under Russian dominance. (This is the Kinchow at the mouth of the Peichili gulf, not the one near Port Arthur.) The Chinese authorities who remain nominally in control of the place appealed to the Russian officials and volunteered to be responsible for the Japanese that they were not spies, and begged their release and that the Russians would not make trouble out of such a trifling. After some time the men were accordingly released. But they were undoubtedly spies. The Chinese here regard their release as the instance of the Chinese as a proof of the good understanding between China and Japan.

General Yuan, whose troops are taken as the pattern for all the northern forces, has just dismissed all the foreign instructors. Why is not yet known. One of his best men belongs to the Customs, and will be reinstated here I believe. It is quite possible that they have been dismissed to make room for the Japanese, though nothing to that effect is yet stated.

The Grand Council has been instructed by the Empress Dowager to burn the list of reformers, as a guarantee that no further action will be taken against them. A report reached me the other day that Kang Yu Wei is in Peking dressed in foreign clothes and with his hair cut short. But this is not at all likely, as Kang does not speak English. He would therefore be a "forsake" his attempting any such disguise.

The "French" line about to be constructed between Lingchow and Nanning in Kuangsi Province, is to be built with *Russian Capital*, the money being advanced by the Russo-Chinese Bank. The estimates have been reduced by a million taels, and now stand at 1,200,000 taels, of which 715,000 will be paid now to start the work, and the rest kept available in the Russo-Chinese Bank. This makes virtually a Russian railway in Kuangsi Province, which is worthy of note.

AFFAIRS IN THE PHILIPPINES.

A PROCLAMATION BY AGUINALDO.

[From our Own Correspondent.]

MANILA, October 9th.

A proclamation has just been issued by Aguinaldo from Tarlac to the Philippine army and people. It reached Manila two days ago, just after the return of General Alejandro, who brought in the letter containing peace proposals from Aguinaldo which was returned unanswered. Aguinaldo has disbanded a portion of his troops in the north and sent them back to their homes and in his proclamation he tells them to be peaceful when they return so as to ensure non-interference from the Americans. In part the proclamation is believed to be the purport of the letter which General Otis refused to receive from General Alejandro. Copies were sent to all the foreign consuls in Manila, by whom it is wished no doubt to be recognized. The document is printed in Spanish and bears the seal of the Filipino Government. Following is a translation of the principal passages:

"In accordance with the humanitarian principles followed by our government and army, I make known to my beloved people that all those who have no official duties to discharge may, as far as we are concerned, retire into private life to attend to their own business at their own homes, even in cases where their towns are occupied by the enemy. I only ask them to observe strict neutrality, and in case the imperialists attempt to enlist their aid either by threats or by other means, I leave it to the calm judgement of the people, to adopt whatever line of action is best, because I am thoroughly satisfied that they are all perfectly loyal."

"Our government does not now require any very large number of troops, but only sufficient to maintain a force in the field and perform other duties. You may, moreover, rest satisfied in the knowledge that our army, which is honored so much, will not cease its efforts as long as there are any strangers in the land trying to enslave the Philippine people. The Philippine army would a thousand times rather die in defence of justice than submit, and, in truth, what is life worth without honour and in slavery? Beautiful it would be after more than three centuries with our ancient mother Spain, which gave us our civilization, to let ourselves fall under the domination of strangers who wish to force upon us new manners and sufferings, as, for example, their language: which we would have to become children again to learn. Keep in mind the saying, "Ang isit na dila ng mahirap nang mabulag" ("The fruits of civilization enter into the soul never to be displaced")."

"Does the invader say that we must be governed according to the laws taken over from Spain? I think I am not wrong, in believing that we know a little more about that than the newly arrived foreigners. A people that have known enough to recover their independence know enough to use it."

"On the other hand this was which we are waging against the imperialists is beneficial to us inasmuch as it enlightens our people and brings out their best points, and the more lives we lose of our beloved brethren in arms the stronger becomes our feeling of patriotism and solidarity."

"But we must not forget that having once become independent we must take care not to promise more than we can perform, as did the Americans on their arrival here, saying they came to benefit and help the oppressed people to make them free and independent and to build up for us a government of our own with a distinctive national flag of our own, a binding promise in their own conscience and in the sight of all the great nations."

"And I call the civilised world to witness that the Philippine people and army have not forgotten nor broken the alliance and friendship which they made with the representative of the United States that came here, namely, Admiral Dewey, through the medium of the American consuls in Hongkong and Singapore. And so strong is the heart of my people, animated by that famous conception—that on seeing the Americans had confidence in our power the people and army of the Philippines tried out with one voice to liberate them immediately, saying:

"We don't want and we won't have war against the United States."

"The sons of that mighty nation are our friends and brothers.

"We only defend our recovered independence against the imperialists and ask for recognition."

"We therefore give back to the United States her sons that have fallen into our hands because our brothers and friends cannot be our prisoners."

"In face of this unanimous petition, which agrees with my own feelings, I set the prisoners at liberty, authorising the Secretary of War to return them to General Otis.

"In America there is a great party that insists on the U.S. Government recognising Filipino independence. They will compel their country to fulfil the promises made to us in all solemnity and faith although not put into writing. For this reason we must show our gratitude and maintain our position more resolutely than ever. We therefore pray to God on high that the great Democratic party of the United States will win the next election and that imperialism will fail in its mad attempts to subjugate us by force of arms."

"We may base our hopes on the right feeling of the American people. There are, moreover, some Americans here in the Philippines who have joined our side because they disapprove of the war which Mr. Atkinson calls "criminal aggression," and these Americans when offered the chance to return to their own camp have declined.

"In conclusion, I repeat to my compatriots that they should conceal the beauties of the Philippines and the riches of the country in order that the grasping imperialists should not cause us any more trouble, and we shall enjoy everlasting peace."

(Signed) EMILIO AGUINALDO.

DARING TRAIN ROBBERY IN ARIZONA.

THE SOUTHERN PACIFIC HELD UP.

The Southern Pacific express train No. 10, eastbound, was held up near Cochise in Arizona on 9th Sept. The job was done by four masked men, who blew the safe open and took everything in sight. The amount of their booty is said to be small. The train was stopped, the engine, mail and express cars were cut off from the rest of the train and run a mile further up the road, where the bandits stopped to complete their work. Express messenger was forced to open his car and the robbers attacked the safe with dynamite. The strong box was soon blown open and the contents taken by the thieves who hastily departed.

They were last seen going north on foot. News of the holdup was sent to Williams, Ariz., and a posse soon started out on the bandits' trail. The dynamite used on the safe blew up the side of the express car and tore up the floor.

BY THE MAIL.

From Home Papers.

The "Persic."

The White Star liner *Persic*, of 12,000 tons, was launched from Messrs. Harland and Wolff's shipyard at Belfast on 7th ulto. The *Persic* is for the Australian trade, and has a displacement of 21,000 tons. She is 550ft. long, 63ft. broad, and 44ft. deep.

The Cape's Present.

The Cape Assembly will try to get the name of the battleship to be contributed by the colony to the Imperial Navy altered from *Africa* to *Good Hope*. Africa says the *Cape Times* is no means identifies the ship with the colony which has practically provided it. In regard to the name Good Hope, however, whenever the vessel in her future career carries the white ensign, she will at once be identified as the Cape Colony's contribution to the Royal Navy, and it may be taken for granted, we should imagine, that the Admiralty will see no objection to accede to the wishes of the colony in this matter.

The Heat Wave.

There is no getting rid of the heat wave this summer says a home paper. The 6th ulto was practically as hot as the hottest days of June, July, or August. It was naturally in London that the heat was most intense, for London has held the record since the heat wave made its first appearance. The day began nearly as warm, as some of the days recently have been at their warmest. According to Negretti and Zambra the thermometer stood at nine degrees in the morning at 7.30 in the shade, and it rose rapidly until at two o'clock no less than 87 degrees had been reached. But that was not all, for the heat continued to increase after the hour of its usual maximum, and at four o'clock it reached the highest point in the hottest—89 degrees—which is equal to the hottest record of the summer, except for one day, on which the thermometer hovered between 89 and 90. The particular feature of this extraordinary burst of heat was that the atmosphere was almost too moist to be moist, and the heat was therefore oppressive.

Gold in the Isle of Man.

Discoveries of gold in small quantities in the Isle of Man have often been reported. In some cases workings have been undertaken, but have not, prove remunerative. It is now, however, reported that gold-bearing quartz has been found in the island, that crushing tests have yielded one ounce of the precious metal to the ton of quartz. Two gentlemen, who have had experience in Australia, have secured mining rights, and are taking steps to develop the discovery which was made some little time ago, but has, up to now, been kept a profound secret.

The Yunnan Railway.

Negotiations are proceeding, the London Correspondent of the *Yorkshire Post* learns, between the Government of India and an influential body of capitalists in this country, for the construction of the Yunnan railway. The undertaking will be a very important one—the biggest thing in the way of railway construction that India has been concerned in of recent years. The chief difficulty is the question of a guarantee. It is not improbable that in the end the problem will be solved by the Home Government and the Government of India giving a joint guarantee for a term of years.

Dewey at Gibraltar.

The United States warship *Olympia*, with Admiral Dewey on board, arrived at Gibraltar on 4th ulto. Mr. Sprague, the United States Consul, who is an intimate friend of Admiral Dewey, through the medium of the American consuls in Hongkong and Singapore. And so strong is the heart of my people, animated by that famous conception—that on seeing the Americans had confidence in our power the people and army of the Philippines tried out with one voice to liberate them immediately, saying:

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(Signed) EMILIO AGUINALDO.

NOT ANDA.

was preceded by extreme heat, the thermometer recording 78 deg. in London the main strength of the out break appears to have been spent in the neighbourhood of Cheapside, the business houses in that thoroughfare being special sufferers from the lightning, which was frequent and vivid. At the premises occupied by Messrs. Fevers Bros. a brick chimney fell, crashing through a glass roof, and narrowly missed injuring several ladies who were shopping at the time. A similar disaster occurred at the Bay Jonson Tavern, in Shore-lane, where a falling skylight caused consternation in the room beneath. The darkness which accompanied the storm rendered the use of the electric light necessary. The whole sky belched forth flame, and rang with sharp but terrible explosions. The lightning tore the armour-clad clouds to ribbons, and through the rents the rain came pouring down in sheets. In five short minutes London was deluged. The gutters and the drains did their best, but they were beaten. The water rose and eddied round the pavement, and wherever there was a slight incline the water rushed like a mill race. For half an hour London was alternately lit up with flame or plunged into a darkness which could be almost felt, while rain streaked from the heavens to the earth. Either electric had to be suspended or dripping horses splashed fetlock deep through the roads in pitch darkness. Perhaps the most curious thing of all was that the storm went even more quickly than it came. Suddenly there was a great gust of wind, which blew out many gas-lamps, and in the twinkling of an eye the storm had passed.

Bank Accountant's Suicide.

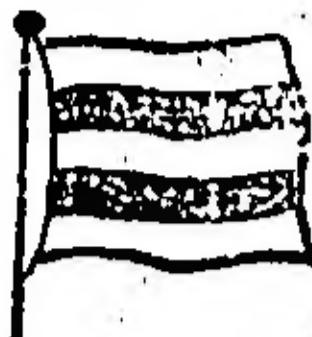
Mr. C. E. Lewis held an inquest on 7th ulto, at Brentwood, respecting the death of Ralph Newton Foster, aged forty-one, accountant of the National Bank of China, Old Broad-street, E.C., who committed suicide at his residence, 16, Westbury-road, Brentwood, on 6th ulto, by shooting himself. Mrs. Foster, the widow, deposed that her husband had been greatly troubled recently over money matters. He had speculated heavily, with bad results. This had caused him to be very much depressed, and had told on his mind. Witness was away from home on the day deceased was found dead in an arm-chair at home. Witness identified the following letter as being in her husband's handwriting:

My darling wife and little ones—Father is going away. Oh, Flo, my little one, it is like a cur, but I must. This awful bank—

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU.....	Victoria, B.C. and SEATTLE, U.S.A. via KOBE & YOKOHAMA.	THURSDAY, 19th October, at 4 P.M.
W. Brady.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st October, at Noon.
TAMIA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 21st October, at 4 P.M.
J. W. Vale.....	HAMA	SATURDAY, 21st October, at 4 P.M.
KASUGA MARU.....	VLAIDIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENGUO & NAGASAKI	THURSDAY, 26th October, at Noon.
E. W. Haswell.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.
HAKU MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd November, at Noon.
W. Nishimura.....		
YAWATA MARU.....		
A. E. Moses.....		
KAWACHI MARU.....		
J. T. Thompson.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

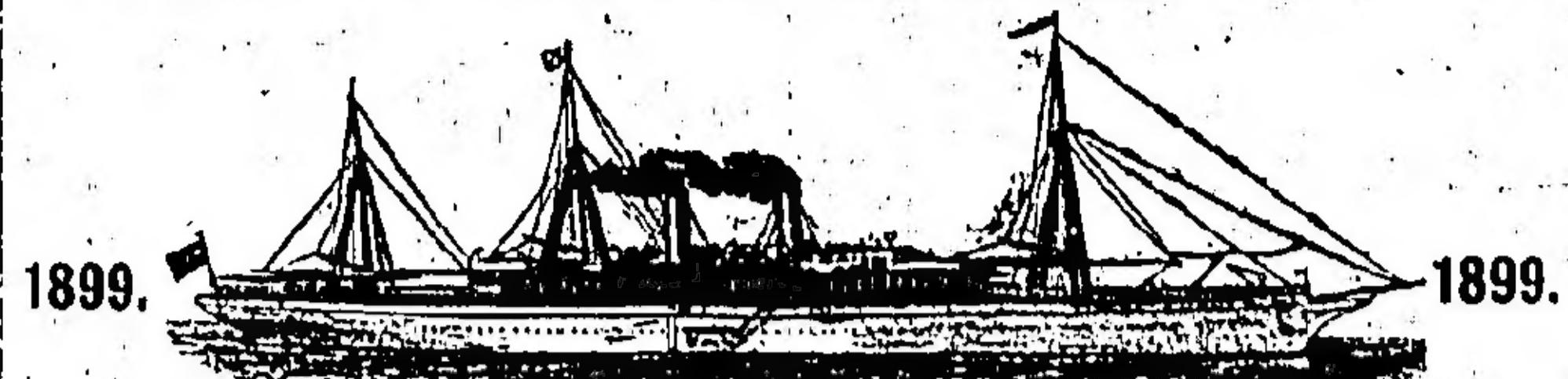
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th October, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1899. 1899.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.
EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Poldier's Street, Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NISSHO MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NISSHO MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building, Hongkong, 8th September, 1899.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

Apply to LAENDLER & Co., Paris.

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OF THE REVERED FATHER
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THE LIQUOR is employed with great success in the treatment of the FORCES of the STOMACH and FACILITATES the DIGESTION.

TONIC WINE
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CREME DE MANDARINE.

AVELINE ANISSETTE SUPERFINE.

50 Cents per Box.

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THOMAS BEECHAM, St. Helens, England.SOLE AGENTS for HONGKONG and the
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NOTICE.

LIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.Terms moderate, for Particulars apply
by Letter toG.W.W.,
Office of this Paper.

Hongkong, 18th August, 1899.

1048a 14th September, 1899.

1122a

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.I. American Ship

"ST. MARK."

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Hongkong, 20th September, 1899.

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Agents.

LÜTTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1899.

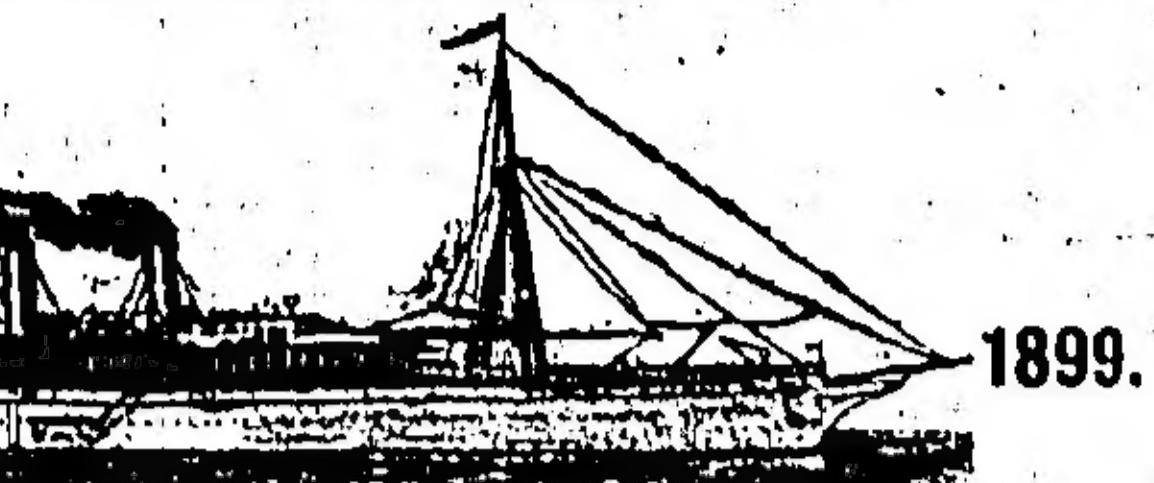
Agents.

Hongkong, 13th October, 1899.

1122a

Mails.

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1899. 1899.

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D. E. BROWN, General Agent, Poldier's Street, [1]

Hongkong, 27th September, 1899.

NEWS FROM THE NORTH.

(from Shanghai Papers.)

Tramways for Shanghai.

A matter which has been much under discussion of late in Shanghai is the proposed tramways, and the *China Gazette*, commenting on the tenders, says—

We are very glad that the local authorities have lost no time in laying before the public particulars regarding the Tramway tenders, which we asked for in our issue of Thursday last. The public are now in a position to judge of the respective merits of the several tenders, and more particularly of that sent in by the Shanghai Tramway Syndicate, Limited, of 63-64, New Broad Street, London, and Messieurs P. & B. Durand, Tramway Constructors, of No. 9, Rue President Carnot, Lyons, and 38, Rue de la Chausse d'Antin, Paris. This is the tender which the two Municipal engineers evidently consider is the one that has most to commend it, and indeed they are both quite enthusiastic over the generosity of its terms. But after a very careful perusal of its wording we entirely fail to see what great good Shanghai would gain by accepting it, and our advice is, if much more alluring inducements are not forthcoming than the last invitation for Tramway tenders brought forth, the Ratepayers of both Settlements would be far wiser to let things go on as they are and decline to accept any Tramway tenders at all. With the names of the directorate of this combination we have no fault to find; they are all highly ornamental and honourable names, to which half the letters of the alphabet are added as embellishment. Only one name has any connection with Shanghai. Indeed the Syndicate's front page might well delight the heart of any company promoter, and might even bring tears of joy from Hooley; but within we have strong suspicions that this attractiveness is not so much for the delectation of the people of Shanghai as for the attraction of investors in England and France, who are to be asked to come into the company if Shanghai grants the franchise asked for. We note with regret that no information is given as to the capital of the Syndicate, though doubtless the names of the directors are a sufficient guarantee that all the money asked for will be forthcoming—from the public at home for it's pretty certain very little stock will be taken up locally. It is, however, satisfactory to note that all conditions inserted in the invitation for tenders have been accepted, but on reference to the copy of the "Pamphlet of Conditions" issued by the Municipal Council for these Settlements, that clause 38 which reads "Concessionaires will be required to accept the jurisdiction of H.B.M.'s Supreme Court for China and Japan in the Foreign Settlements, and the French Consular Court in the French Concessions," has been scored out in red ink, and the words inserted "Withdrawn by Order of the Council." There may not be much in this at the moment, but hereafter in the not unlikely event of disputes with the Syndicate, it might prove a very awkward point for the Municipality. We note by home papers that most of the municipalities which give concessions to tramway companies spend a large portion of their energies upon the thankless task of keeping the concessionaires up to the mark in the matter of road repairs, etc., and to have no tribunal defined in an archaic and loosely-jointed place like Shanghai might prove a terrible thorn in the side of the Ratepayers for years to come. But what is in our humble opinion fatal to all chance of any of the tenders being accepted is the utterly ridiculous sum offered for the extensive and valuable franchise asked for. The highest bid in this respect is Mexican \$30,000 a year, divided between the General Foreign and the French Municipalities and the Chinese authorities. This we suppose would be divided in the proportion of three-fifths to this side and two-fifths to the French, and Chinese. So that for \$30,000 a year, we on this side would surrender our roads to the tender mercies of a powerful home company which would be superior to any local court and would simply do as it liked without any chance of being pulled up as long as it kept within the strict letter of the law laid down in the franchise. Amongst other things Tramways were first spoken of as a means to clear our streets of some of the congested traffic, by reducing the present excessive number of vehicles. Reduction of the number of vehicles now means serious loss of revenue when every vehicle is heavily taxed. But \$30,000 a year would go only a very little way towards compensating the Municipality for the heavy loss of revenue from jinrikishas, wheelbarrow and carriage licenses that it would entail if it were a success. Its success, however, is not so certain, as people at a distance imagine, for the wheelbarrows carry their hundreds of thousands of mill workers at present at the marvellously low rate of three-tenths of a cent per mile. No electric tramway could hope to compete with this primitive means of locomotion which admirably suits a people with whom time is no object and disconcert no drawback. But most serious of all to our minds is the fact that none of the tenders seem to consider the phenomenal narrowness of the densely crowded streets which their trams would be called upon to traverse. We are strongly in favour of tramways theoretically, but when it comes to laying them down in such narrow, twisting, crowded arteries of traffic, as the Nanking road, Kiu-kang, Hankow, or other roads leading off the Bund, Broadway, (badly misleading title), as far as the Old Dock, Seward, Kiang, Chekiang Road and the tortuous congested street leading from the West Gate, our courage fails us, and we are afraid it will prove a physical impossibility to run electric tramways without terrible results to life and limb. In this case it would eventually fall upon the Municipalities to bear the cost of purchasing the land in the narrowest streets, so that the tramways could run in safety. If the Ratepayers consider for a moment what this will mean eventually they will think twice before granting any franchise, unless the Concessionaires are prepared to buy their way through the narrower and more crowded streets.

New Blood Wanted.

The Literary and Debating Society's annual meeting on Tuesday passed off very satisfactorily, says "Daybreak" in *Star* and *Gossip*, and with a good working Committee it looks as if it is safe for at least another season. Somehow or other the danger of dissolution constantly hangs over this Society, although when the work of the season comes to be reviewed it is seen that it has done a good deal to lighten the tedious winter evenings. The real difficulty, of course, is to get new blood into the active ranks. Financially the Society is prosperous, and with a membership of 100, it harm-kirk ought not to be contemplated, but as one gentleman remarked, when we attend the meetings of the Society, we find the same speakers time after time. The difficulty is to get the members to debate. No doubt there is a lot in what was said as to young members being disinclined to addressing a meeting which is public, but if the Society rushes to the other extreme and shrinks from all public life it will soon find public interest and support decline. In Mr. Donovan the Society has a hard-working and enthusiastic Hon. Secretary. It is practically on that officer that the brunt of the work falls, and the way in which he carried out his duties fully deserved the vote of thanks he received.

"Bunkie's" big Jump.

"Daybreak" says— I have heard of several wonderful jumps made by China ponies, but in the eccentric line nothing to cap that of the 13 ft. 2 in., "Bunkie." The taipan of Teen-ee very kindly asked me to call and see the result of "Bunkie's" midnight performance. His stall is of the ordinary size used for ponies, and in front of it there were the two wooden bars, the top one measuring 4 ft. 2 in. from the ground. These he cleared as he has done before. In front of the stalls is the usual pathway measuring in width 6 ft., and this is bounded by a brick wall. At the end of this pathway is a window 2 ft. 8 in. which is 3 ft. from the ground. The window was closed, but on the pathway can be plainly seen the marks where Bunkie took off, and on the ground outside the stable, is the window and frame which he carried with him in his marvellous jump. Strange to say the pony has escaped unhurt. The why and the wherefore of this performance is worthy of study. "Lock the stable door before the steed is stolen" is the old proverb, but such advice is of little use in Bunkie's case.

Sport in Shanghai.
(From *Sport and Gossip* of 8th inst.)

SHOOTING.

"A" COMPANY'S RIFLE MEETING.

Yesterday morning the annual rifle meeting of "A" Company, S.V.C., began at the Range under the most satisfactory conditions as regards weather. The competition for the Monthly Cup was decided at 200 and 500 yards, Private W. Brand winning with the capital total of 65, out of a possible 70, made up of 31 and 32. Three ranges of the Mih-ho-loong Challenge Cup were fired, and this and other competitions will be decided to-day. There are some thirty entrants to the meeting.

ROWING NOTES.

There is only a fortnight more before the Regatta, and the crews are settling down into proper training. There being only two light eights, crews can only get out on alternate days and can, therefore, get more work in with the fours.

The Irish have been doing most work this week, but have all got the same old faults, i.e. backs are crooked and the slides and legs are not made use of.

The Scotch got in the medium boats yesterday, and were not at all happy. They have been going very well in the medium eights, so ought to pick up the swing very quickly.

The Germans and English are both improving a little, especially the former. In the English Eight, more care should be taken over the swing forward; this applies most to bow, 2, 3 and 4. The International Fours have not been doing very much, the Germans and English being the only crews to put in an appearance.

Both are going very well. Bow in the English four looks as if he was very uncomfortable and must take care of his finish.

Of the Hong Fours, Tai-ko and Wayfaring have been out and the newcomers, the American Trading Co. and the Chartered Bank. I have not seen anything of the griffins. They should have started to get them together before this. The race between the Club and the Committee is to come off, and Byrne has been elected stroke of the Committee boat; the Club boat is not made up yet.

ON THE SPOT.

SHANGHAI CRICKET CLUB.

SINGLE v. MARRIED.

Time did not permit of the match on the S.C.C. ground between the Single and Married being brought to a definite conclusion, and like most matrimonial differences the result had to be called a draw. The Bachelors made for, and their opponents, when stamps were drawn, had three wickets to fall and were 18 runs behind. There was therefore not much to choose between the elevens. Appended is the full score:—

SINGLE.

T. Wallace, c. Jackson, b. Wright o
G. P. Lanning, run-out 10
W. H. Moule, b. Jackson 22
W. J. Tyack, b. Wright 3
E. Morris, b. Jackson 4
F. H. Sawyer, l-b-w, b. Jackson 4
H. E. Campbell, c. V. H. Lanning, b. Carruthers 31
H. J. Stables, b. Jackson 11
A. E. Stewart, not-out 13
W. W. G. Ross, b. Jackson 0
Ormonstion, b. Carruthers 6
Byes 4, l-b. 2 6

MARRIED.

A. P. Wood, c. Stewart, b. Lanning 9
W. H. Jackson, l-b-w, b. Lanning 2
A. S. Bremner, b. Lanning 2
A. G. H. Carruthers, b. Moule 7
P. B. Pattinson, b. Stewart 26
P. F. Lavers, b. Stewart 3
S. E. Smiley, not-out 12
C. A. Probst, not-out 11
C. H. Watson 2
R. J. L. Wright, c. did-not-boat: Byes 4, l-b. 2 11

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OVERALL.

J. Walsh, b. Stewart 9
A. S. Bremner, b. Lanning 2
A. G. H. Carruthers, b. Moule 7
P. B. Pattinson, b. Stewart 26
P. F. Lavers, b. Stewart 3
S. E. Smiley, not-out 12
C. A. Probst, not-out 11
C. H. Watson 2
R. J. L. Wright, c. did-not-boat: Byes 4, l-b. 2 11

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BOWLING ANALYSIS.

SINGLE.

Overs. Mds. Runs. Wkt.

Wright 13 3 36 2
Jackson 19 7 37 5
Carruthers 7 0 22 2

MARRIED.

Overs. Mds. Runs. Wkt.

Stewart 14 1 29 3
Lanning 12 2 34 3
Moule 6 2 11 3
Tyack 2 0 11 0

OVERALL.

Overs. Mds. Runs. Wkt.

Wright 13 3 36 2
Jackson 19 7 37 5
Carruthers 7 0 22 2

83

ST. HELENA.

AN INTERESTING REPORT.

The report of the Governor of St. Helena for the past year shows considerable improvement in the condition of the island, owing to the increase of the garrison and extensive works now being carried out by the colonial and Imperial Governments, so that the people are fully employed on good wages. The revenue last year was £9,152 and the expenditure £12,340; but part of the latter was extraordinary and will not occur again, and the Governor anticipates a substantial surplus during the current year, as there was one in 1879. There is no public debt, but a Parliamentary grant in 1871-2 of over £5,000, made without interest, is now being paid off by annual instalments. The imports last year amounted to £62,985, or nearly double those of the previous year, owing to the increase of the garrison and the extensive fortifications and barracks now in progress. The imports are mostly food stuffs and building material, while the exports, which consist chiefly of potatoes, amounted only to £6,252. Two English ladies have introduced lace-making amongst the girls of the island with great success, and the Governor is experimenting on brick and tile making from clay which is found on the island. They are not properly worked owing to want of capital and of energy, although with systematic digging and cutting a profitable industry might be

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HONGKONG, 22nd September, 1898.

THE PROSPERITY OF TRADE IN ENGLAND.

IN ENGLAND.

A remarkable evidence of the prosperous condition of trade generally, and of cotton and iron in particular, remarks a London contemporary, is furnished from Oldham, where the annual holidays commence on August 25th.

The working-men's clubs in public-houses, hotels, schools, and political and social clubs carried on during the year, paid out up to August 24th no less than £150,000. Ten years ago it was £40,000; five years ago £75,000. There are about 300 such savings clubs, and the savings from time to time are invested in

WAREHOUSES.

THE active ranks. Financially the Society is prosperous, and with a membership of 100, it harm-kirk ought not to be contemplated, but as one gentleman remarked, when we attend the meetings of the Society, we find the same speakers time after time. The difficulty is to get the members to debate. No doubt there is a lot in what was said as to young members being disinclined to addressing a meeting which is public, but if the Society rushes to the other extreme and shrinks from all public life it will soon find public interest and support decline.

In Mr. Donovan the Society has a hard-working and enthusiastic Hon. Secretary. It is practically on that officer that the brunt of the work falls, and the way in which he carried out his duties fully deserved the vote of thanks he received.

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HONGKONG, 27th September, 1898.

THE DENTISTRY.

SUI SANG.

Lately Practicing with Dr. I. SAKATA,

DENTIST,

No. 4, Queen's Road Central,

HONGKONG, 8th March, 1899.

143

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THE DENTISTRY.

S

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Joubert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectively superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blisters, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/- per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [96]

The Share Market.

LATEST QUOTATIONS.
(October 13th.)

Banks.
Hongkong and Shanghai Banking Corporation—338 per cent prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ltd.—(Deferred) £5 buyers.
National Bank of China, Ltd.—\$26.
Do. Do. \$26.
Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$26.
China Traders' Insurance Co., Limited—\$64.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$124.
Canton Insurance Office, Ltd.—\$147.
Straits Insurance Co., Ltd.—\$5.

Fire Insurances.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$88.

Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.
Indo-China Steam Navigation Company, Ltd.—\$79.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$38.
China Mutual S. N. Co., Ltd.—(Preference) £9. to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary) £5. to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary) £3 buyers.
Star Ferry Co., Ltd.—\$19.

Refineries.
China Sugar Refining Co., Ltd.—\$138.
Luzon Sugar Refining Co., Ltd.—\$54.

Mining.
Punjom Mining Co., Ltd.—\$10.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Tonkin—\$45.

Queen-Mines, Limited—\$0.45.

Jeliba Mining and Trading Co., Ltd.—\$1435.
Raub Alian Gold Mining Co., Ltd.—\$64.
Olivers Freshold Mines, Ltd.—(A) \$1.50.
Olivers Freshold Mines, Ltd.—(B) \$6.75.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$2.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$20.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$93.
Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$107.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$125.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$1.84.
China-Borneo Co., Limited—101 buyers.
A. S. Watson & Co., Limited—\$16.75.

Hongkong Electric Co., Limited—\$1.3.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Gen. Fenwick & Co., Ltd.—\$24.

Hongkong Ice Co., Ltd.—\$12.

Hongkong High-Level Tramways Co., Ltd.—\$147.

Dairy Farm Co., Limited—\$6.

Hongkong & China Biscuit Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$6.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 77.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tehran Planting Co., Ltd.—\$4 per share.

Tehran Planting Co., Ltd.—\$2.

BENJAMIN, KELLY & POTTS (Share Brokers), Telegraph Address—"Rialto."

Opium Quotations.

Hongkong, 13th October.

New Patna 91¹/₂ per chest.

New Bonares 80¹/₂ "

New Malwa 86¹/₂ per picul.

Old Malwa 87¹/₂ "

Persian, paper tied 170¹/₂ 78¹/₂ "

50¹/₂ hours

Santal-Midy

obtained from the best wood.

Unlike the sandal oil of the Bazars, it is superior to Copal, Paiba, Cubeb, or Injections, and causes no inconveniences.

Beware of imitations.

Each tiny capsule bears the name ADY

8, RUE VIVIENNE, PARIS

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

CHALLENGER, Amer. ship, Gould-Arnhold, Karberg & Co.

REUZE, American ship, D. Whitmore-Stannard Oil Co.

EXCHANGE.

Hongkong, 13th October.

ON LONDON, Telegraphic Transfer—1/10.

Bank Bills, on demand 1/10 to 15/16

Credits, 4 months' sight 1/11

Dilents, 4 months' sight 1/11

ON BERLIN, (Demand) M. 1.95¹/₂

ON PARIS, Bank Bills, on demand 2.41¹/₂

Credits, 4 months' sight 2.47

ON NEW YORK, Bank Bills, on demand 46¹/₂

Credits, 30 days' sight 47¹/₂

ON BOMBAY, Telegraphic Transfer 12¹/₂

On demand 12¹/₂

Private, 30 days' sight 73¹/₂

ON YOKOHAMA, T.T. 6¹/₂ per cent prem.

Sovereigns, Bank's Buying Rate \$10.45

Gold L.t. 100 to 100, port ad. 54.30

Bar Silver 26¹/₂

Dollars 31 per cent prem.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne Capt. F. Koford
Mr. P. Bure Mr. J. Lamku
Capt. van Corbach Mr. J. E. Lee
Mr. G. H. Dunn Mr. C. W. Longuet
Mr. and Mrs. W. H. T. Mrs. C. W. Longuet
Davis and child J. Von Dartzen
Mr. A. L. Denison Lt.-Col. R. O'Gorman
Mr. P. Dow Lt.-Col. R. O'Gorman
Capt. G. J. H. Evans Dr. Marx Peters
Mr. J. E. Ezekiel Hon. H. E. Pollock
Mr. R. M. Erickel Capt. H. V. Pyrane
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Lt.-Col. E. H. Gorges Mr. E. Sharp
Colonel Steff-Surgen and Mrs. Mr. A. Findlay Smith
Major G. R. St. John Mr. A. G. Stokes
Mr. H. B. Kendrick Mr. G. H. Wheeler
Mr. H. R. Kinner

CRAIGIEBURN.

Rev. F. Flynn, R.N. Mrs. Simmonds
Hon. and Mrs. R. D. The Government Civil
Ormsby Hospital Sisters
Miss Ormsby Miss Yorke Triscott
Miss G. L. Paletorphe Mr. and Mrs. W. E.
Capt. C. B. Simmonds Turner
Mr. Hugo Silvestri Consul Valpicelli
Madame Valpicelli

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,705, C. J. Mattcock
30th Sept.—Samarang 20th Sept., Sugar
Jardine, Matheson & Co.

REDBROOK, British steamer, 2,323, Elliott
8th Oct.—Colombo 20th Sept., Ballast.—
Doddwell & Co.

CORONADEL, British steamer, 2,783, F. W.
Vibert, R.N.R., 12th Oct.—Shanghai 10th Oct.,
Mails and General—P. & O. S. N. Co.

EMPEROR OF CHINA, British steamer, 4,003, R.
Archibald, R.N.R., 4th Oct.—Vancouver, C.B., 12th Sept., and Shanghai 1st Oct.,
Mails and General—C. P. R. Co.

HOHENZOLLERN, German steamer, 2,039, H.
Kirchner 9th Oct.—Yokohama 29th Sept.,
Kobe 3rd Oct. and Nagasaki 5th, General—
Melchers & Co.

KEONG WAI, British steamer, 1,115, R. Una-
worth, 6th Oct.—Bangkok and Kohsi-
chang 20th Sept., Rice and General.—
Yuen Fat Hong.

KINSHU MARU, Japanese steamer, 2,459, W.
Brady, 6th Oct.—Shimonoseki 2nd Oct.,
General—Nippon Yusen Kaisha.

MAIZURI MARU, Japanese steamer, 667, T.
Ogata, 11th Oct.—Amoy and Swatow
10th Oct.,—Mitsui Bussan Kaisha.

NANSHAN, American steamer, 1,344, Stoyell,
26th Sept.,—Manila 22nd Sept.

NIPPON MARU, Japanese steamer, 3,302, J.
Allen, 10th Oct.—San Francisco 12th Sept., and
Shanghai 8th Oct., General—P. & O. S. N. Co.

ON SONG, British steamer, 1,787, J. Young,
7th Oct.,—Saigon 1st Oct., Rice and Rice
Flour—Jardine, Matheson & Co.

PAKSHAN, British steamer, 1,235, J. Jenkins,
12th Oct.—Saigon 5th Oct., General—
Bradley & Co.

PETRARCH, German steamer, 1,252, Necker,
8th Oct.—Samarang 22nd Sept., and
Labuan 10th, General—Lauts, Wegener
& Co.

PHRA NANG, British steamer, 1,021, A. S.
Caider, 11th Oct.—Bangkok 1st Oct., and
Rice—Yuen Fat Hong.

PROPTONIS, British str., 1,390, W. Mackay,
5th Oct.—Saigon 30th Sept., Rice—
Heung Sing Steamship Co.

ROSETTA, British steamer, 1,039, C. C. Talbot,
R.N.R., 10th Oct.—Yokohama 3rd Oct.,
Mails and General—P. & O. S. N. Co.

SANDAKAN, German steamer, 1,373, E. Muñiz,
12th Oct.—Sandakan 5th Oct., Timber—
Melchers & Co.

STROMBALI, Italian cruiser, 3,359 tons, Captain
Cantini, Shanghai.

THE RUSSIAN SQUADRON.

Admiral Korolev, Russian armoured cruiser,
5,000 tons twin screw, 36 guns, 9,500 h.p.,
Captain Molas, at Port Arthur.

Waterwitch, surveying vessel, 620 tons, Comdr.
W. P. Dawson, Foochow.

Whiting, twin screw, torpedo-boat destroyer, 400
tons, 6,000 h.p., Lieut.-Comdr. E.
Kelly, Foochow.

Wittow, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and